



# INFORMATION REPORT

<b>TO:</b>	Chair and Members Public Works Committee
<b>COMMITTEE DATE:</b>	January 11, 2021
<b>SUBJECT/REPORT NO:</b>	Cycling Infrastructure 2021 (PED21021) (City Wide)
<b>WARD(S) AFFECTED:</b>	City Wide
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<b>SIGNATURE:</b>	

## COUNCIL DIRECTION

At the November 27, 2020 General Issues Committee (GIC) Tax Capital Budget meeting staff were directed to provide a consolidated summary of planned capital investments in cycling infrastructure for 2021 as contained in the Capital Budget. This Report provides a listing of investments for 2021, preceded by a summary of cycling projects completed in 2020 for context.

## INFORMATION

### Summary of 2020 Cycling Project Implementation

Projects delivered in 2020 included those identified in current and prior year Capital Budgets, several projects that were delivered under the Ontario Municipal Commuter Cycling (OMCC) provincial funding program, and the addition of projects accelerated as a result of the COVID-19 Recovery Phase Mobility Plan (Report PED20100/PW20034). A complete listing of projects implemented in 2020 is attached as Appendix "A" to this Report.

A total of 16 cycling infrastructure projects were installed in 2020. This included 11 kms of new bicycle lanes and paved shoulders; 5.4 kms of upgrades to existing bicycle lanes, and 4.8 kms of new multi-use trails. Capital investments were also made to add public bike racks throughout the City and to modernize Bike Share controllers and

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selected stations. Other non-infrastructure active transportation projects were completed in 2020, and these will be presented to Council in 2021 as part of the Sustainable Mobility Annual Report.

In June 2020, Transportation Planning and Parking, and Transportation Operation and Maintenance (TOM) released a COVID-19 Recovery Phase Mobility Plan (Report PED20100/PW20034). A key component of this report was to accelerate the implementation of enhanced cycling infrastructure.

The following projects were implemented in 2020 in response to the COVID-19 Recovery Phase Mobility Plan with additional projects being advanced to detailed design for implementation in 2021:

- Herkimer Street and Charlton Avenue – planter installations to provide additional protective buffers along these corridors;
- Cannon Street East – painting of bike lanes from Sherman Avenue to the Stadium to complete the final gap along the corridor;
- Bay Street – installation of bollards and pre-cast concrete curbing in the buffer areas from Herkimer Street to Cannon Street;
- Locke Street – installation of bollards and pre-cast concrete curbing in the buffer areas between King Street and Main Street, as well as, bicycle signal installation and markings at the King Street intersection; and,
- Hunter Street – installation of bollards and pre-cast concrete curbing from Queen Street to MacNab Street and from Catherine Street to Wellington Street.

In December 2020, the construction of the Keddy Access Trail was also completed. At a cost of \$4.29 M for the active transportation component, and benefiting from funding through the OMCC program, this project represented a significant portion of the 2020 cycling infrastructure investments.

In total, \$5.53 M was invested in cycling infrastructure in 2020.

For Committee's information, the OMCC cycling projects were given an extension to December 2021 for completion due to the Covid-19 pandemic. The total OMCC budget for all projects, both completed and planned, totals \$4.78 M, including \$3.7 M from the Province, \$140 K in interest generated from those funds, and the City matching contribution of \$927 K. Of the \$4.78 M, the value spent as of December 2020 is \$4.13 M, and the remaining \$650 K is planned to be spent in 2021.

## **Cycling Investment in 2021 Capital Budget**

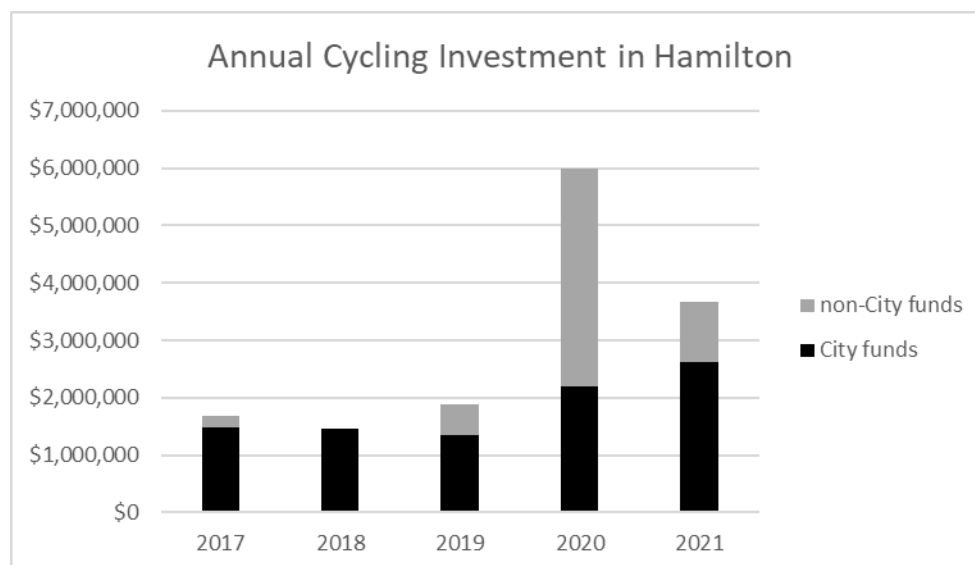
The 2021 cycling project budget is informed by the Cycling Master Plan (CMP), which identifies a priority program of cycling infrastructure for implementation. This includes the consideration of an All Ages and Abilities (AAA) design approach and the objective to develop a robust cycling network and minimum grid across the City.

Based on the Capital budget and other funding sources as described below, the total planned investment in cycling expenditure in 2021 is \$3.65 M. Graph 1 shows cycling investment in Hamilton in the past four years, plus the planned investment for 2021. It should be noted that 2020 was a significant year for investment largely due to the OMCC program. It is anticipated that additional funding for 2021 may become available through the Investing in Canada Infrastructure Program (ICIP) and the COVID Resiliency Fund.

In October 2019, Council approved Report PW19083/FCS18048(a) Investing in Canada Infrastructure Program - Public Transit Stream Grant Program, which included a request for \$10 M for active transportation over ten years, of which \$2.1 M was allocated to 2020 and 2021. This funding request is still under review by senior levels of government.

On December 16, 2020, Council approved Report FCS20103 Investing in Canada Infrastructure Program – COVID-19 Resilience Infrastructure Stream, which included a funding request of \$570 K for Cycling Network Enhancements. If approved by senior levels of government, this funding would go to off-set the costs of planned 2021 cycling projects, and potentially expanding the funding envelop that is available for other planned projects.

**Graph 1: Annual Cycling Investment in Hamilton 2017 – 2020 and Planned 2021**



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For the purposes of this Report, off-road trail projects are considered at 50% of their total costs because they also serve pedestrians in addition to cyclists.

### **2021 Planned Linear Cycling Projects**

Below is a summary of the various types of projects to be delivered. As these planned projects continue to proceed through the implementation process, consultation with the affected Ward Councillors will occur to communicate impacts and to facilitate community engagement. The 2021 Capital Budget list of planned projects was discussed at the November 4, 2020 and the December 2, 2020 meeting of the Hamilton Cycling Committee.

### **Stand-alone Cycling Projects**

Stand alone cycling projects include projects identified in the Cycling Master Plan, Ward-specific studies, and projects remaining from the COVID Recovery Phase Mobility Plan. Approximately 11 kms of stand-alone projects are planned for 2021, as listed in Table 1. Funding for these projects is primarily through the On-Street Cycling Budget (Project ID 4662117124), Ward-specific reserves, and remaining OMCC funds.

**Table 1: 2021 Stand Alone Cycling Projects**

<b>Ward</b>	<b>Project Name</b>	<b>Limits of Project</b>	<b>Description</b>	<b>Project Plan</b>	<b>Length (kms)</b>
2	Hunter Street	MacNab to Catherine	Bicycle lanes, concrete curb barrier, signals, resurfacing	Install	0.5
2	Cannon Street West	Hess to James	Enhancements – curbs & bollards	Install	0.7
2	York Boulevard	Hess to Dundurn Castle	Enhancements – curbs & bollards	Install	1.0
1	King Street	Paradise to Dundurn	Enhancements – curbs & bollards	Install	0.9
1	Pearl - Kent Greenway	Aberdeen to York	Bicycle Boulevard	Install	1.75
13	Creighton/Market	Governors to MacNab/Arena	Bicycle Lanes	Install	0.8
6	Stone Church at Arbour Road	Arbour Road to multi-use path	Enhancements – intersection upgrade	Install	<0.1
2	John Street	Burlington to Guise	Bicycle lanes, curbing	Install	0.3
3	Ferguson/ General Hosp connection	Ferguson to Victoria	Signage, markings and curb-cut	Install	0.2
9	Echovalley Drive	At Mud Street	Modify Markings	Install	<0.1

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Ward	Project Name	Limits of Project	Description	Project Plan	Length (kms)
2	Shamrock Park Bicycle Path	Hunter St to Young St	Bicycle Path	Install	0.1
3	Victoria Avenue Cycle Track	Copeland Ave to Cannon St	Cycle Track	Install	0.65
13	Hatt Street Cycle Track	John St to Baldwin St	Bicycle Lanes, bollards and precast curbing	Install	1.0
12	Stonehenge	Southcote Rd to Stone Church Rd	Bicycle Lanes with painted buffer	Install	2.5
14	Upper Paradise Road	At Mohawk Rd	Bicycle lanes with painted buffer	Install	0.2
8/14	Stone Church Road West	At Garth St	Bicycle lanes	Install	0.2

In addition, the following projects listed in Table 2 will proceed to detailed design in 2021 and be considered for implementation based on available staffing and/or funding resources from other levels of government.

**Table 2: Projects in Design Stage**

Ward	Project Name	Limits of Project	Description	Project Plan	Length (kms)
8	West 5th	Keddy Trail to Mohawk College	Bicycle path beside sidewalk	Design	0.6
1	Leland - Whitney - Emerson	Various	Combination of cycle track and bike lanes	Design	1.4
5	Centennial Pkwy	Confed. Park to Goderich Rd (GO Station)	Multi-Use Path	Design	0.75
3	Victoria Cycle Track	Cannon St to Hunter St	Cycle Track	Design	2.0
13	Hatt Street path connection	Baldwin St to Cootes Dr	Multi-Use Path	Design	0.4
6	Stone Church Road bike lanes	Arbour to Upper Redhill Valley Pkwy	Enhancements – curbs & bollards	Design	1.0
1	Longwood Road	King St to Frid St	Add bicycle lanes and barrier separation	Design	0.4
2	Charlton Avenue/John Street	James St to St Joseph's Dr to Ferguson Ave	Bicycle lanes with painted buffer	Design	0.8

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**Cycling Projects as Part of Other Infrastructure Projects**

Based on a Complete Streets approach, and guided by the Cycling Master Plan, a number of cycling projects are planned as part of other infrastructure projects such as road rehabilitations. A total of 8 kms of cycling infrastructure is included as part of other 2021 capital projects as listed in Table 3.

**Table 3: Projects to be Delivered as Part of Other Infrastructure**

Ward	Project Name	Limits of Project	Description	Project Plan	Length (kms)
5	Dewitt bike lane	Barton St to Hwy 8	Bicycle Lanes with painted buffer	Install	2.45
2	Strachan Multi-use path	James St to Ferguson Ave	Multi-Use Trail	Install	0.6
13	Hwy 8	CN bridge to Bond St	Rural paved shoulders, urban bicycle lanes	Install	0.5
11	Miles Road Culvert	At location	Design and Implement	Install	<0.1
11	Miles Road Bridge	At location	Design and Implement	Install	<0.1
5	Greenford Drive	Lady Court to Neil Ave	Bicycle Boulevard/ Advisory Bicycle Lanes	Install	1.1
12	Wilson Street Hill	Rousseaux Ave to Filman Rd	Enhancements – curbs and bollards, widened shoulders	Install	3.2

**Cycling Projects as Part of Development**

A number of projects are included in infrastructure that is being expanded or built as part of new development. The largest of these are listed in Table 4. The timing of these projects is dependent on development timing.

**Table 4: Projects to be Delivered as Development Driven Infrastructure**

Ward	Project Name	Limits of Project	Description	Project Plan	Length (kms)
15	North Waterdown Drive	Centre Rd to Avonsyde Blvd	Multi-Use path	Install	0.55
1	Longwood Road	At McMaster Innovation Park	Enhancements – Modifications and barrier design	Design	0.45
15	Centre Road	North Waterdown Dr to Nesbitt Blvd	Multi-Use path	Design	0.5
11	Dalgleish	Bellagio to Regional Rd 56	Multi-Use path	Install	0.7

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## Off-road Cycling Projects

Linear infrastructure through parks and open spaces comprises a significant component of cycling infrastructure in the City. In 2021, a total of 3.2 kms of multi-use paths are planned to be added to the network, as outlined in Table 5.

**Table 5: Off-road Cycling Projects**

Ward	Project Name	Limits of Project	Description	Project Plan	Length (kms)
4	Pipeline Trail	Brampton St to Grace Ave	Multi-use trail	Design	0.2
9	East Mountain Trail Loop	At Upper Red Hill Parkway	Multi-use trail	Install	0.7
7	Limeridge/Butler Trail	Limeridge Rd to Rymal Rd	Multi-use trail	Install	0.65
15	Joe Sam's Trail	At location in Waterdown	Multi-use trail	Install	0.3
15	Gatesbury Trail	Niska Dr to Boulding Ave	Multi-use trail	Install	0.4
15	Gatesbury Trail extension #15-7	South of Dundas Street	Multi-use trail	Install	0.6
12	Garner Road Trail	Between Shaver Rd and Hamilton Drive	Multi-use trail	Install	0.3

## Supporting Projects

Finally, a total of \$550 K has been committed for bike share capital investments and bike parking enhancements. This expenditure is funded primarily from remaining OMCC funds and pending ICIP funds.

## All Ages and Abilities Network

At the September 11, 2020 Public Works Committee meeting Report PED20025, Integration of an All Ages and Abilities (AAA) Assessment into Existing and Future Cycling Infrastructure in Hamilton, was presented. This report provided an overview of the AAA cycling facilities philosophy. It is a concept that recognizes that to achieve growth in bicycling and the benefits that ensue, bikeway design needs to meet the needs of a broader set of potential bicyclists. This includes those who may face barriers to cycling, as opposed to just confident cyclists. Such users include children, seniors, women, people riding bike-share, newcomers, people of colour, low income riders, people with disabilities, and people riding with cargo. It considers contextual factors such as vehicular speeds and volumes, operational issues and, observed sources of bicycling stress (level of traffic stress). The Information Report highlighted several ways the City of Hamilton applies an AAA lens in policy, design, and implementation of

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cycling infrastructure. A key aspect of AAA planning is to develop a minimum grid network.

In Fall 2019, Staff worked with students through the CityLAB program to develop a definition for Minimum Grid for cycling infrastructure in Hamilton. Through community engagement, research, and local context, it is defined as follows: “A Minimum Grid is a cycling network that is easily navigable, providing routes within 250 metres of every major destination. This involves connecting both institutions and community hubs within every ward to each other and their respective city center hubs. This network of routes must be safe and accessible for people aged 8 - 80, facilitating usage for all ages and abilities. This entails cycling infrastructure that feels safe and comfortable to all people and is conducive to proper sharing of the road between cyclists, pedestrians, and automobile users to achieve a Vision Zero of no traffic fatalities and reduced severe collisions”.

A minimum grid infrastructure map is in development and will be released in 2021 to help depict the current state of the cycling network and its connectivity.

## **APPENDICES AND SCHEDULES ATTACHED**

Appendix “A” - 2020 Cycling Investments

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